

FIG.2

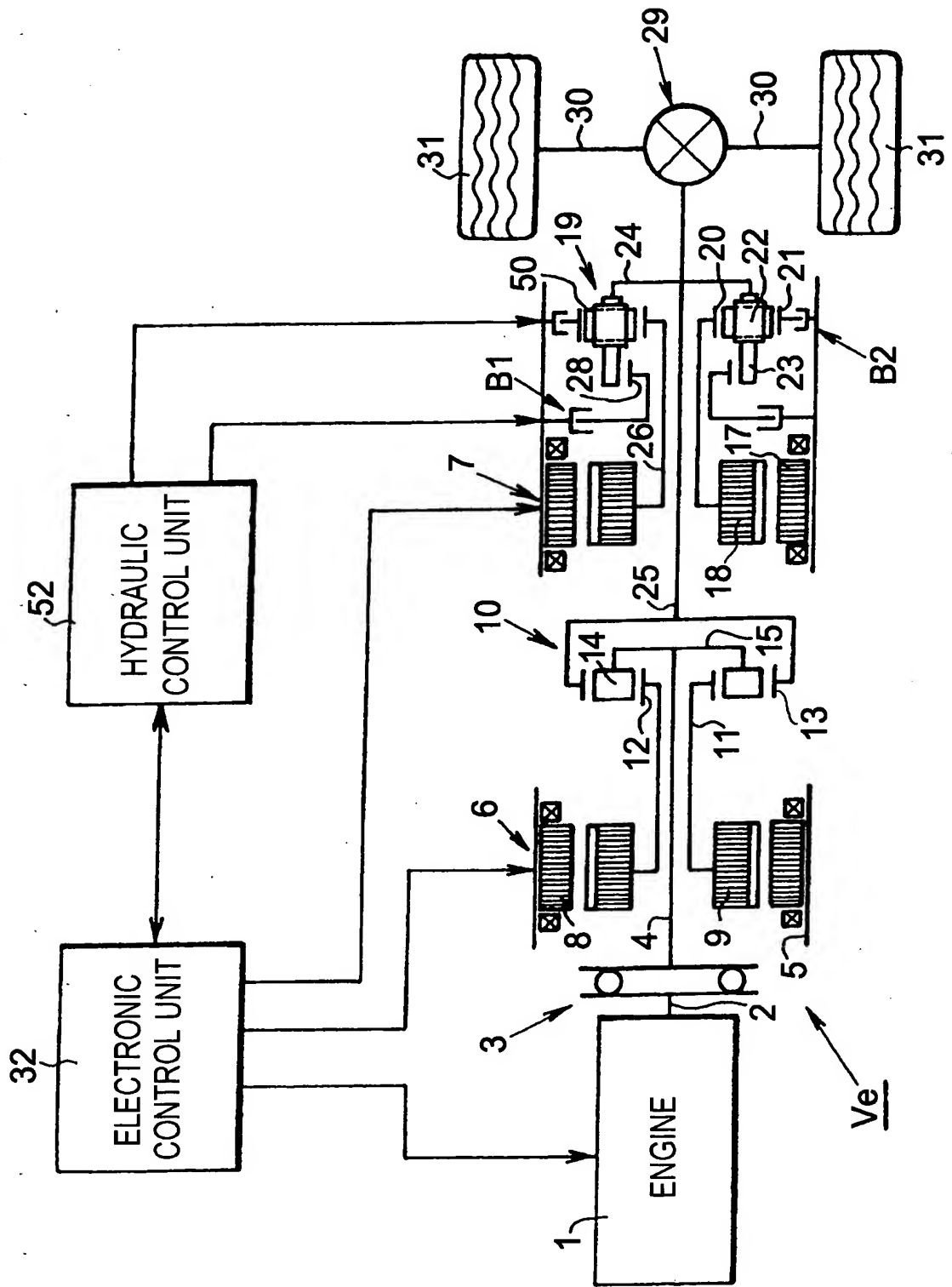


FIG.3

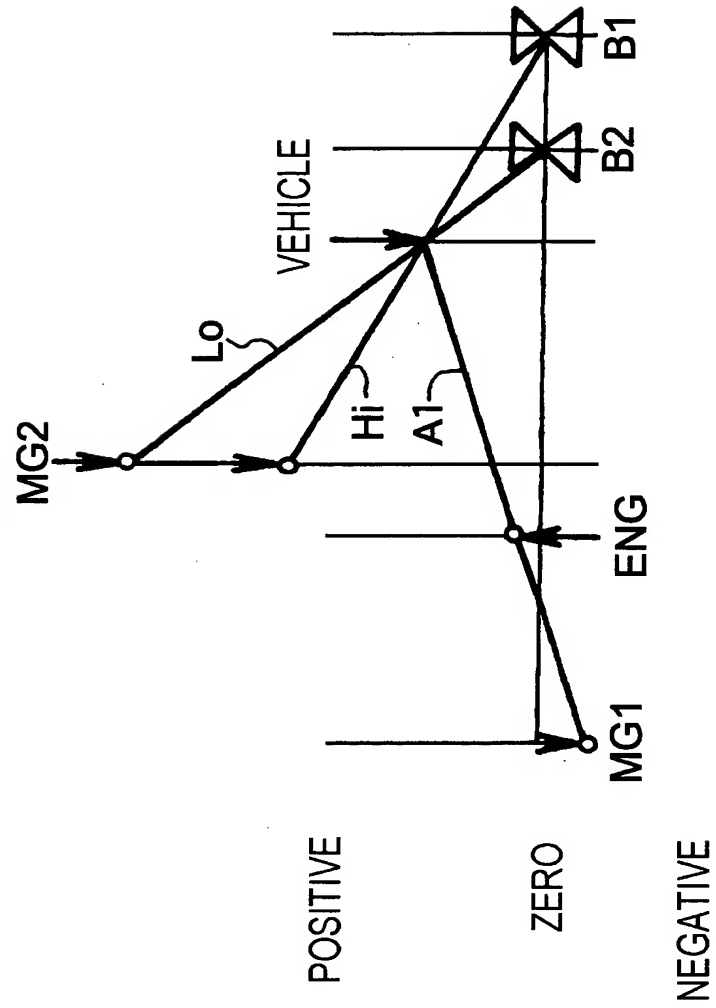


FIG.4

RUNNING MODE	FAIL MODE	Sol1 (N/O)	Sol2 (N/C)	FS VALVE	B1	B2	CHANGE OF RUNNING MODE	LIMP HOME RUNNING MODE
NEUTRAL (N MODE)	NOMARL CONDITION	O	x	x	x	x	—	—
	Sol1 DISCONNECTED	O→x	x	x	x→O	x	N→Hi	N MODE
	Sol2 DISCONNECTED	O	x	x	x	x	STAY AT N	N MODE
Lo MODE	ALL Sols DISCONNECTED	O→x	x	x	x→O	x	N→Hi	N MODE
	NOMARL CONDITION	O	O	x	x	O	—	—
	Sol1 DISCONNECTED	O→x	O	x→O	x→O	O→x	Lo→Hi	Hi MODE
	Sol2 DISCONNECTED	O	O→x	x	x	O→x	Lo→N	Hi MODE
	ALL Sols DISCONNECTED	O→x	O→x	x	x→O	O→x	Lo→Hi	Hi MODE
Hi MODE	NOMARL CONDITION	x	x	x	O	x	—	—
	Sol1 DISCONNECTED	x	x	x	O	x	STAY AT Hi	Hi MODE
	Sol2 DISCONNECTED	x	x	x	O	x	STAY AT Hi	Hi MODE
	ALL Sols DISCONNECTED	x	x	x	O	x	STAY AT Hi	Hi MODE

FIG.5

RUNNING MODE	FAIL MODE	Sol1 (N/O)	Sol2 (N/C)	FS VALVE	B1	B2	CHANGE OF RUNNING MODE	LIMP HOME RUNNING MODE
Lo MODE	NOMARL CONDITION	O	O	x	x	O	—	—
	Sol1 DISCONNECTED	O→x	O	x STICK	x→O	O	Lo→TIE UP→Hi	Hi MODE

FIG. 6

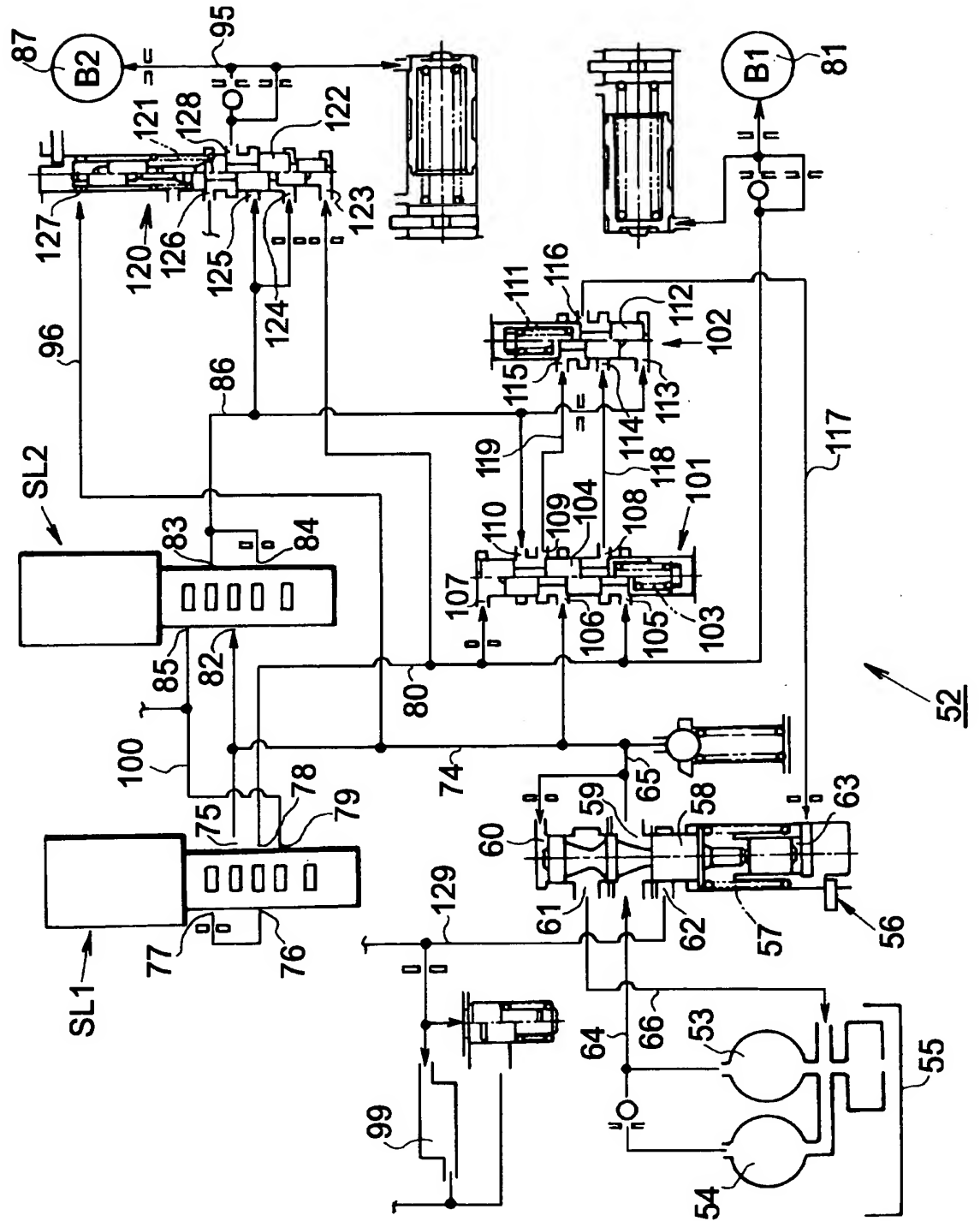


FIG.7

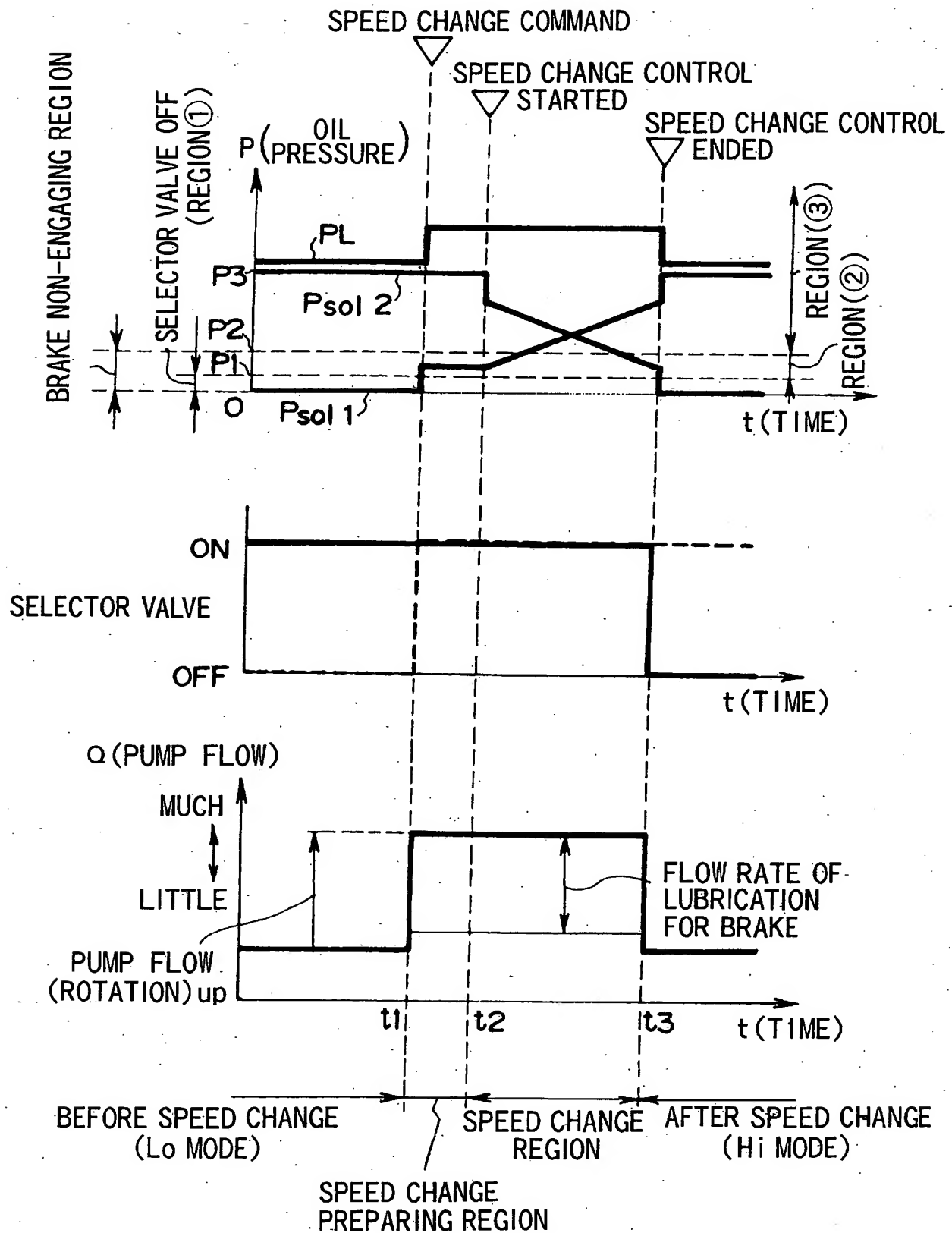


FIG.8

SPEED CHANGE MODE	Psol1	Psol2
NEUTRAL MODE (1)	REGION①	REGION②
NEUTRAL MODE (2)	REGION②	REGION①
Lo MODE	REGION①	REGION③
Hi MODE	REGION③	REGION①
Lo→Hi SPEED CHANGE PREPARING	REGION②	REGION③
Hi→Lo SPEED CHANGE PREPARING	REGION③	REGION②
SPEED CHANGING	REGION③	REGION③
NEUTRAL MODE (3)	REGION①	REGION①

FIG.9

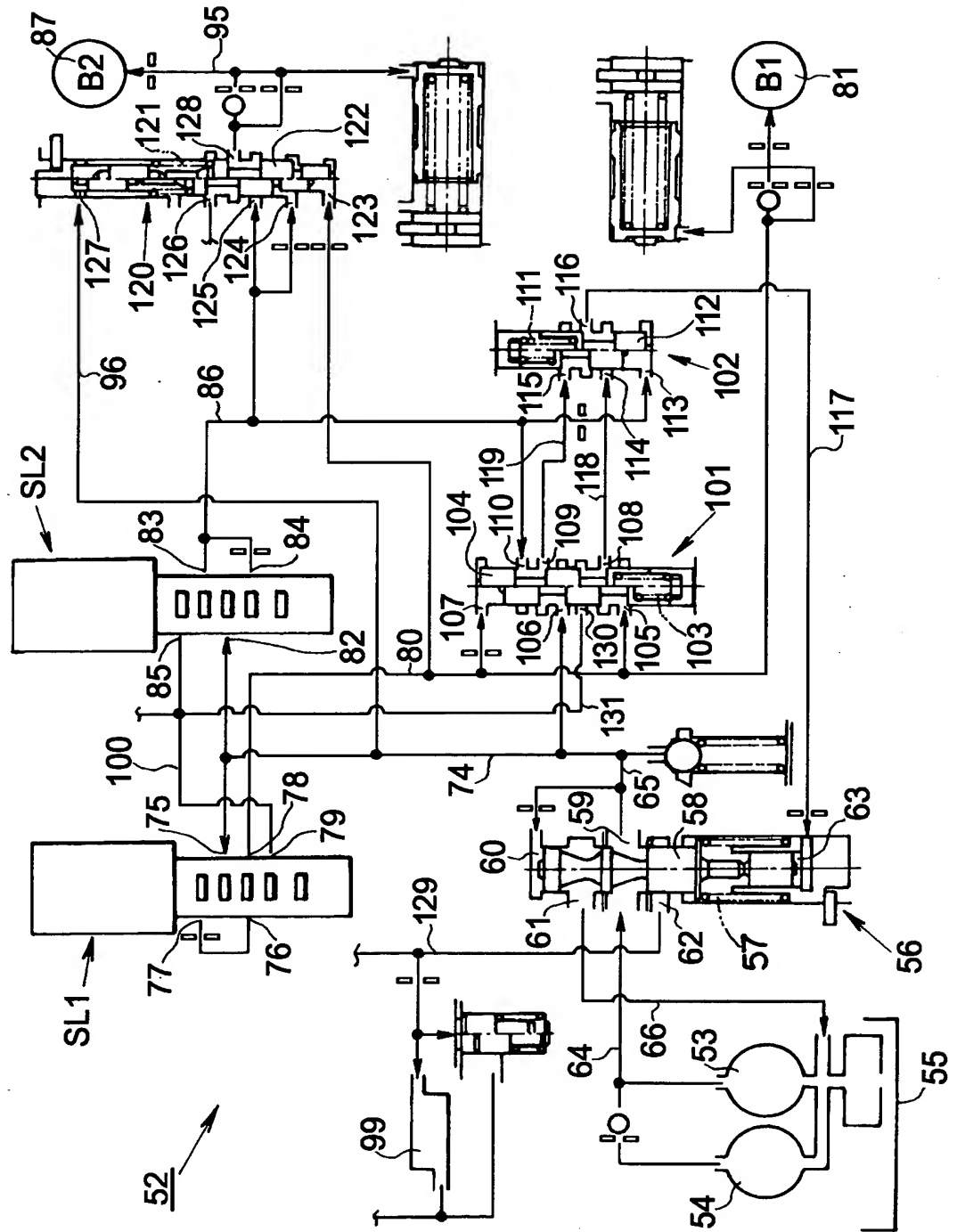


FIG.10

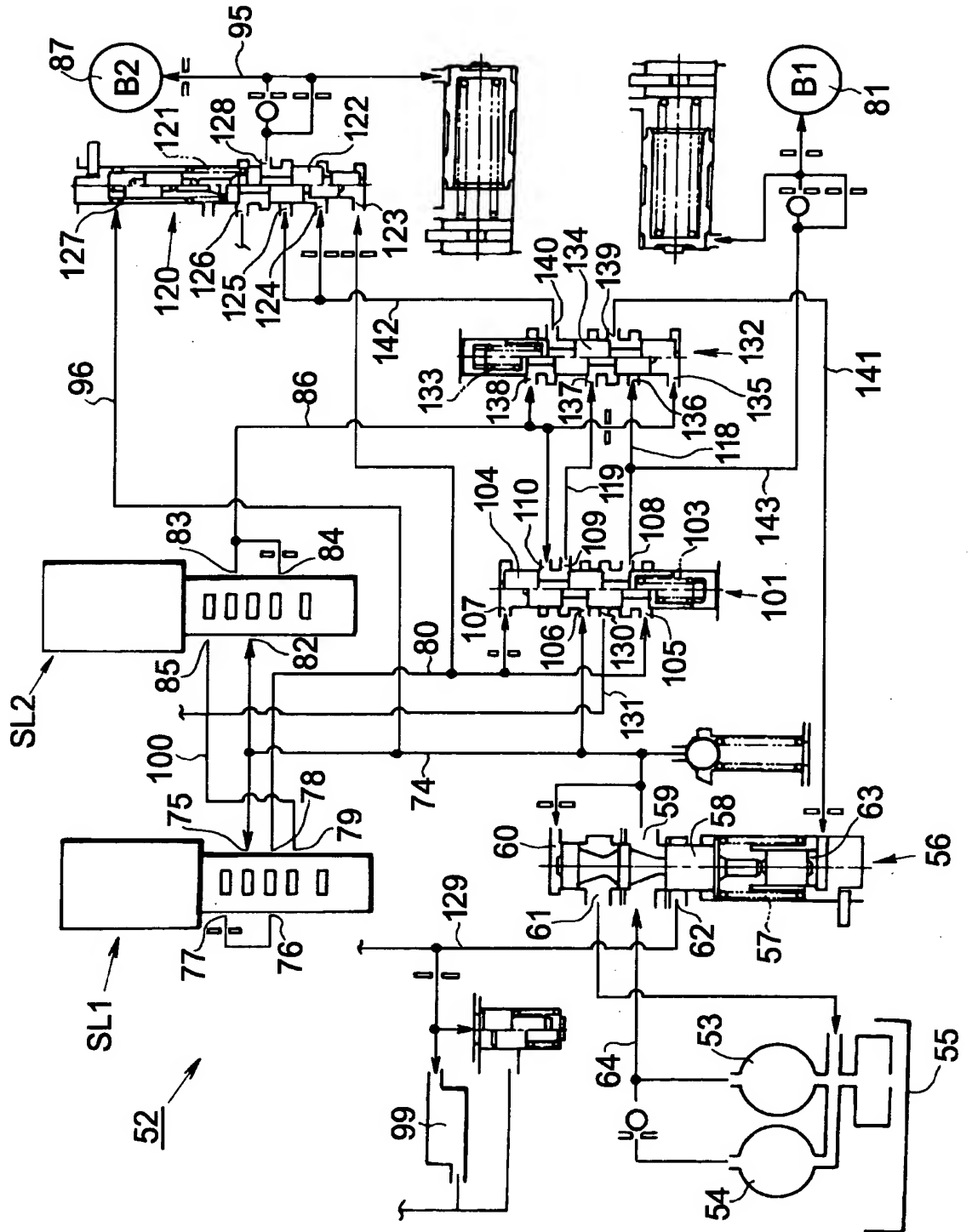


FIG.11

